



**The SOUTH AUSTRALIAN SOCIETY of MODEL
and EXPERIMENTAL ENGINEERS INC.**

"SASMEE PARK", SASMEE Lane (off Millswood Crescent) Millswood, SA

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EDITORIAL.

For those who remember Jeff During's article about his steam launch in last April's Bulletin, Jeff's beautiful model is now complete. Shown here on the front cover. Jeff brought it to the Annual Show and Tell. More of that event in this Bulletin.

Communication.

The SASMEE Constitution is drafted around the democratic principle that the club is run by the members, for the members. The Committee has administrative duties, but limited powers over the acceptance of new members, capital expenditure and various other aspects necessary for running the club. This is a laudable and noble principle. It does however, only work if the members themselves participate.

The February General meeting did not have a quorum. Unfortunately, the December meeting was cancelled due to the Covid restrictions, so the club has not had a General Meeting since November.

While the General Meetings are not the most scintillating entertainment, and do tend to drag at times, they are essential for the running of the club.

So, as members, you are asked to put in approximately two hours per month to participate in the running of your club. Not really a big ask, surely.

There has been some discussion regarding changing the scheduling and format of the General Meetings. On the last page of this bulletin is a questionnaire in which you can express your preference. Please fill it in and return it.

In the meantime, the next meeting is scheduled for Tuesday 9th March, and will be at the Bowling Club again. Look forward to seeing you there.

Annual Show of Work

Due to the Covid restrictions, this event was not held on the November Meeting night as usual. Holding it on the Christmas BBQ was perhaps not ideal, but having it as a daytime event seemed to be very successful. It did enable some who may not have been able to come to a weekday evening to participate.

Any feedback on how to improve this event would be appreciated.

PRESIDENT'S REPORT.

Bryan Homann

Lower field day numbers

I am aware that there has been some undercurrent of concern regarding the decision to reduce the field day bookings to 200. It has been very apparent that patrons have been subjected to long queuing times at both stations when we initially emerged from lockdown with 400 bookings. The committee is of the view that our patrons are entitled to a reasonable opportunity to ride the trains, and that the situation with 400 was just not providing that opportunity. Following from the necessity to carry out remediation work on the 5" and its temporary closure (shades of government rail works), it was apparent that, irrespective of the size of trains, the 7 ¼" would still end up with long queues. All of this, of course, is exacerbated by the Covid emergency declaration rules on social distancing, which has resulted in the need to spread non-familial groups apart on the trains. It has also proved difficult to manage the queues 1.5m spacing. It seems to me that the human species has, over millennia become accustomed to a certain comfortable personal space which is much less than 1.5m, and thus there is a tendency to close up. Also, queuing in itself does not seem to encourage leaving large vacant spaced. While 1.5m might be the "new normal", I suspect that it will take more than a few months to change an arrangement that has taken a very long time to develop. Anyway, back to the point of the matter. Once we have managed another few 200 events, we will be in a position to make a rational decision on any increase.

If we can get enough assistance to expedite the 5" remediation (I hope before the onset of winter), then the availability of extra trains and a second queue will provide the ability to increase the numbers back up

again. I expect that we should do this progressively, being mindful of providing an adequate experience for our patrons.

On the first February field day, it would seem that at least some people were able to get around 4 rides. In the dim past, I can recall kids telling me that they were on their tenth ride. However, they were rushing from the exit gate, straight back to the queue. The trains back then were packed to the hilt as well of course.

Bullying policy

As many members will be aware, there was some very strong email discourses on the proposed bullying regulation.

Firstly, it is quite appropriate to use the medium of intra club emails to express view points on topics of interest.

What is not acceptable is for that discourse to be tainted with comments that cast aspersions on other individuals and their opinions. The simple fact that the discussion was tainted in this way does, in some ways help to justify the need for a bullying regulation. While the above is not in itself bullying, it can be the start of a slippery slope toward it.

And yes, there have been some instances that have been bullying of others, (or something that has been bordering on becoming bullying). We have had to have private discussions with a limited number of members where others have been targeted. A couple of generations ago, some of this might have been seen as just playing jokes, and the target needing to "man up" if they can't take it. That is not the case in the current world we live in, and like it or not, it is necessary for the club to have a regulation on the subject. It is part and parcel of the committee and the club exercising due diligence in its corporate management.

Finally, if, as has been suggested, such a regulation sits un-used and not needed, gathering the dust of ages, well I think that is a great outcome. It may have served its purpose just by being there.

Event Management

Having noted deficiencies in the overall management of some of our limited special events, the committee is firmly of the belief that for such events to be successful, both for the club and the patrons, we need to have a dedicated sub-committee to prepare for and manage them.

Therefore, we need at least three or four members who are prepared to put the time and effort into preparing for and running the next Halloween even in late October.

This will involve coming up with a detailed program, developing the material and human resources, and basically making it all happen. A sub-committee is just that –sub. That means that it will report to the elected committee.

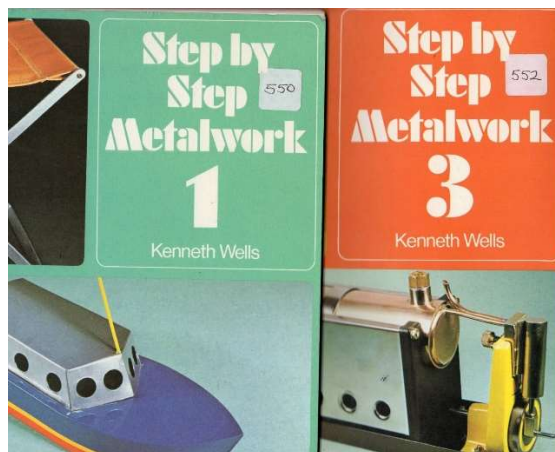
IN THE LIBRARY

Max Shuard

Book of the Month

Step by Step Metalwork
Kenneth Wells.

There are three volumes in this series. Starting with sheet metal work techniques and going through to metal casting and lathe work. These books give good practical advice and include plans and step by step instructions. Even plans a putt putt boat if you are thinking of next year's boat challenge.



Magazines

The closure of the Australian Model Engineer magazine is deeply regretted. Times are changing and it appears magazines in all areas are having difficulty remaining viable. The AME has been a long-standing medium for model engineers both here and across the Tasman to communicate and share ideas. It will be greatly missed.

With timing that is uncanny, the US magazine Garden Railways has also gone out of print. While this closure will not affect as many SASMEE members, it was a great resource for those interested in O and 1 gauge garden railways.

SASMEE now only subscribes to the English magazines Model Boats, Model Engineer and Model Engineer's Workshop.

Over the years the Bulletin has been a resource for many technical articles. The club has many talented and innovative model engineers, so if I hear of anything interesting happening in your shed, be sure I'll be on your case! We need articles to keep this magazine interesting and relevant to all members.

Similarly, if you come across any articles that you think may be of interest, please let me know.

The current Covid restrictions have precluded holding technical talks after the General Meetings as happened in the past. When we can finally meet again in the Club meeting room, it would be good to recommence these talks. So again, be prepared for a tap on the shoulder!

Communication.

Even though we cannot meet at the clubrooms, the library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

Just a thought:

Who can remember what this is??



A plugger doesn't worry about his computer getting infected with an Internet virus.

TECHNICAL MATTERS

The Putt-Putt Challenge

After the success of the Innovative Boat Challenge at the 2020 January Play Night we decide to continue the concept for January 2021. All rules the same but power source to be Putt-Putt.

Only three members chose to participate, Allan Wallace, John Harris and John Foster. All constructed boats for the competition. As none of the group had built a putt-putt before we decided that achieving propulsion would be the aim rather than a race.

Operation. At light-up a breeze started, and the pond was a bit choppy, so the participants elected to use the harbour which is more protected. Soon all three were putting back and forth across the harbour. Then it was time for the pond proper, all coped with conditions and were quite speedy.

Design. Each design was different. All had used a min-boiler rather than a coiled tube but that was the only commonality. Allan was by far the most innovative with a double pointed hull, four jet tubes and an open methyated spirit (metho) container for a heat source. His was the fastest boat by far particularly after hitting an obstruction the metho spilt into the bottom of the boat caught fire and supercharged his boiler, no real damage was done to the boat.

John H's boat again used a mini boiler but with two tubes entering the boiler from the bottom, as Allan had done, but with only two tubes. The hull plan was conventional taken from the Internet. A good stable boat. The heat source was metho from a wick.

John F's used the same hull design, but his two tube entered the top of the mini boiler. John thought this design would deliver water directly to the hot bottom plate of the boiler, but this did not seem to have any advantage over John H.s design. Metho was again the fuel used.

What did we learn? More heat and more tubes equal more speed. However, there must be an optimum boiler size/ tube combination. Hulls need not be soldered, araldite, and silicon sealers are sufficient if not subject to direct flame as the water conducts away any radiated/convected heat.

Next Year. We had so much fun with our putt-putts that the three participants agreed that we should do it again. New rules to be less restrictive:

1. Boat must fit completely within the bounds of an A3 sheet of paper,
2. A radio-controlled rudder may be fitted.
3. No fuel restrictions.

How about we get some more entries. Remember we are **EXPERIMENTAL** engineers, not just model engineers.

John F



Allan W



John H



IN THE WORKSHOP

Annual Show of Work.

The Annual Show of Work was held on the Christmas Member's Run Day this year.

- | | |
|--------------------------|--|
| 1 Bill Coles: | Model of a GLB Mk III canon circa 1918. |
| 2 Alan Saunders: | "Freemantle" class patrol boat - incomplete. |
| 3 Michael Priest: | River/harbour barge tug "Dolphin" |
| 4 Bryan Homann: | Propane fired forge. |
| 5 Bob Smith: | Boiler and chassis for a 5" gauge GWR "Grange" |
| 6 Allan Wallace: | 45 mm gauge LMS "Black 5" 4-6-0. |
| 7 John Bellew: | "Pugsley", a 5" gauge steam tram. |

- 8 Graham Gaetjens:** Castings for a 20 hp non-condensing beam engine.
- 9 David Bryker:** 7¼" gauge tram "Billie".
- 10 Max Shuard:** Part complete "Tich" in 7¼" gauge.
- 11 Brenton Dicker:** 7¼" gauge 4-wheel van N° 8 "Catering on Wheels". It has a small gas canister stove in the top section.
- 12 John Lyas:** Tender bogie and wheel chassis from front of engine, Biera Railways "Drummond" 4-4-0 of 1898 in 5" gauge.
- 13 Bryan Homann** ⅛ scale BHP "Baldwin" N° 8 from Whyalla in 5" gauge under construction.
- 14 & 15 Kingsley Martin:** Commonwealth Railways passenger car "Tea and Sugar" in 5" gauge.
5" gauge demountable driver's wagon - painted red.
- 16 John Mere:** Pennsylvanian B1 electric shunt locomotive - under construction.
- 17 Jake Barber:** 526 "Duchess of Gloucester" in 5" gauge - under restoration. Locomotive originally built by Glen Brook from P.M.E.S.
- 18 Phillip Edmonds:** New Bedford Whaling boat – unfinished.
- 19 & 20 Michael Offler:** "Skylight" – a Clyde puffer.
48" model of a 42 ft "Chriscraft Corvette" motor yacht.
- Jeff During:** Steam launch "Rose". See Front Cover.

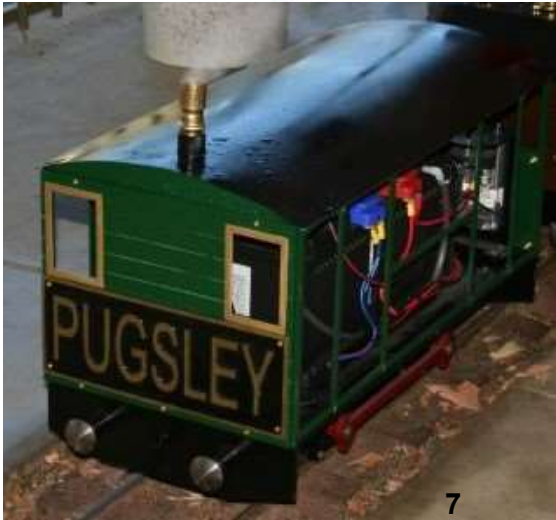




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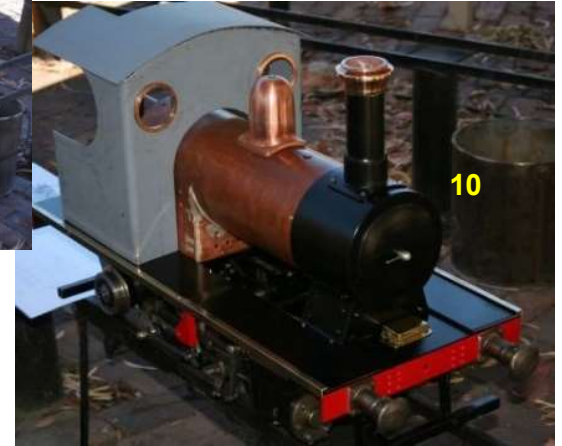
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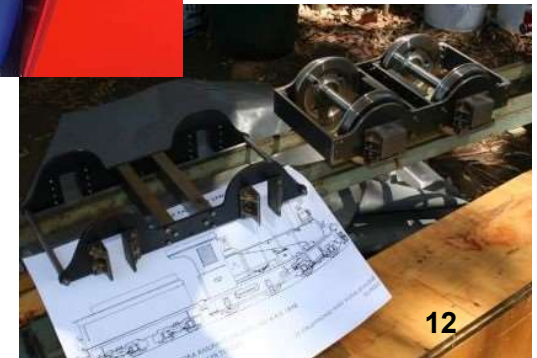
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Pugsley

John Bellew

From a young age I have always had a love for Trains, going to West Ryde in Sydney with my father to ride the miniatures or going to Parramatta Park to ride the Baldwin Steam Tram as I grew so did my love of trains and saw me volunteer for years on the Zig Zag Railway in the Blue Mountains.

I had been planning for years to build my own locomotive but knowing I lacked the machining capabilities and also access to the equipment I thought of how can I build a battery electric tram that looks like steam and my idea was born. After a period of researching the internet I found a family business in England called Ride on Railways who offered close to what I was looking for of course I personalised this like nothing else adding the Brass Tram Controller, Sound Card with reed switches on the wheels to English steam tram whistle and Cold Water Fogger the list goes on.

The name Pugsley is the nickname of my deceased father in law who was a self taught metal lathe machining master there was nothing this man could not do on a lathe and I showed me a picture of what I wanted to which I got the usually reply “hmm that’s easy we can knock something up so when he was suddenly taken from us I was certain then and there that there was no other name for this locomotive and in some small way he is beside me as I ride the rails .

See a photo of Pugsley – photo 7 above. Ed

Reluctant Sale R/C Controlled ST “TOMAR”

Length 30 inches (770mm) 7.2volt heavy duty long lasting battery driving single screw. Four 1.5volt batteries for accessories. R/C antenna hidden in hull. This F/G hulled tug is powerful, reliable and has made several rescues on lake SASMEE. It boasts a skipper and first mate in the wheelhouse and several crewmen on deck. It looks very impressive running at night with no less than 14 LED’s lighting prominent parts of the vessel. The 7.2 battery also powers a smoke unit. The model comes with a carrying cradle and storage

case. Includes battery charger and pistol grip controller. In excellent condition and would make a beautiful gift even ideal for running in a swimming pool. Good value at \$515.00 ono.



Telephone Barry Dunstan 08 82484843
or Email locofive20@gmail.com

SASMEE BUSINESS

Sign In Requirements

There have been some queries regarding the need to sign in when attending SASMEE Park in relation to the QR code record.

It is still a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Outside of the club house, on the right-hand side of the meeting room door, there is a small metal box marked “Sign in Book”. A sign in book is kept there so a key and code to the clubhouse are not needed.

It is also a requirement to scan the QR code. If a person does not have a smart phone, then they must do a manual paper sign in, on the government sheet. By state law, none of the QR and manual alternative data is allowed to be used for any purpose other than contact tracing. It will not release information and only holds the data for 28 days.

It therefore is not a substitute for signing the attendance book.

So please remember to sign in whenever you are at the park, even if there for only a short time.

Hope this clears up the situation. These are the times in which we live.

3 ½“ 5” Track Upgrade

Following the closure of the 3 ½ “5” track in early January, much work has been done in organising the upgrade work.

Planning of the track upgrade is well advanced. The track has been broken up into 15 different sections, with details and estimates for each section being developed. Materials are being ordered.

The approach is to undertake working bees on the Saturdays that do not coincide with a public run day. Wednesday working bees will undertake as much of the upgrade work as possible, commensurate with undertaking other activities required for running the club.

Here is some of the action from Saturday 13th February.



The track from Skewes Crossing to the steam house being removed.

Insurance

Insurance has been one of the largest single expenses for the club. A complete review has been undertaken this year with a view to tailoring the insurance more directly to the needs of the club. The spectre of Covid has also entered this area. Lloyds, the underwriter for our current insurer, have withdrawn approval for their overseas agents to enter contracts on their behalf. This has meant renewing our insurance with current supplier has not been an option.

A vote of thanks to Graham Gaetgens for his Herculean efforts in clarifying the massive tangle that seems to accompany this issue. At the time of writing, Public Liability insurance still has not been secured.

Keys

The keys within the grounds have been rationalised. The “O” or “3” key will open the workshop, 5” carriage shed, the 7 1/4” carriage shed, the turntables, the 5” loco lifters and the garden shed.

There are 14 main gate keys unaccounted for. The is not acceptable and Committee has decided to change the locks to the main gate and the exit gate. Keys will be reissued to position holders and those individuals will remain responsible for their keys. Keys may be loaned to other club members but the key holder still has responsibility for the custody of the key.

Please hand in the old main gate keys as we may be able to reuse the locks elsewhere.

First Aid Kits

The main first aid kit has been relocated from the Canteen to the Club Meeting room. It is situated adjacent to the defibrillator, with a small additional container with minor repair items such as Band-Aids.

There is a secondary first aid kit located in the workshop.

If you use either first aid kit, please enter a note in the log book outside the clubhouse and email the secretary. It is important these kits are kept up to date and replenished.

Club Locomotive Roster

Now that 351 is operational, it is proposed to introduce a roster for driving the club locomotives. This is not intended to be restrictive in any way, but to give a broad range of members access to the locomotives.

A set of Operating Instructions is being drafted with a view to ensuring all drivers are fully familiar with the characteristics of each locomotive.

SASMEE is looking to purchase another 5" gauge locomotive to accompany Apprentice and will introduce a similar system there.

Wagon Storage Sheds

In both the 7 1/4" and 5" wagon sheds room is at a premium. If you have riding cars or locomotives that are not available for club use, could you please arrange for their removal? This will allow other members to store items which can be operated on public run days.

Please ensure that all private rollingstock is registered with the Rollingstock Inspector, Kingsley Martin. It makes his life so much easier when he knows what is what!

If removing unused rollingstock creates personal hardship, please consult with Kingsley.

SASMEE Bible

We have started to collate all the documentation necessary for running the club. Currently this is held in a number of different locations and is not always readily available. Volume 1 will contain administrative issues such as the Constitution, Regulations, Canteen procedures etc. Volume 2 will contain technical matters relating to track, boiler house, rollingstock, signals etc.

If you are the custodian of various items, please contact the Librarian and we'll take a copy.

Up and Running

The scheduled public run day 21st November suffered a double whammy – a Covid lockdown and 38°C – so it was cancelled.

The Christmas club runday held on the 19th December was a great success. Due to the Covid restrictions it was decided to hold the Annual Show and Tell during the afternoon between 2:00 and 4:00, not on the November General Meeting as has been usual. With fine weather, BBQ at 6:00 and running into the night, a very successful event.

The spectre of Covid did however, cause the cancellation of the December General Meeting.

The first runday for 2021 held on 3rd January was well attended. The following trains were run:

3 1/2" 5" Gauge

- | | |
|---------------|-----------------|
| • Smiley | Ian Hand |
| • Black 5 | Allan Wallace |
| • SAR 702 | Bob Smith |
| • NSU 57 | Kingsley Martin |
| • Gresley 456 | Peter Homann |

5" 7 1/4"

- LMS 1831 Jeff Schaefer
- Billie David Bryker
- U33 Club locomotive

Unfortunately, boats were not recorded.

Due to concerns with some aspect of the 3 1/2" 5" Gauge track it was decided to run the following runday held on January 16th with 5" 7 1/4" Gauge track only. In attendance that day were:

- 351 Club locomotive
- U33 Club locomotive
- LMS 1831 Jeff Schaefer

For this run the booking numbers were limited to 200 patrons.

The public runday held on 7th February had the following locomotives on the 5" 7 1/4" track

Black 5	Allan Wallace
Euldo	Andrew Matthews
351	Club locomotive
U33	Club locomotive

A General Meeting was held at the Bowling Club on the 9th of February. Unfortunately, as mentioned in the Editorial, there was not a quorum, so this was not an official meeting.

Reminders!!

Covid Hygiene Training Online

A reminder, please complete the Covid Training and Covid Marshal Training. Without enough trained volunteers, we cannot continue to run.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

General Meeting Questionnaire

Below is a short questionnaire regarding the alternatives for holding our General Meetings. If they were to be shifted to a weekend, the first question is run day or non-run day. If held on a run day there is a lot of work setting up so the best option would be to hold it shortly after everything was packed up and the public gone home. If a non-run day, then the timing could be much more flexible and possibly allow for other club events and interaction.

Included are options for electronic participation. An exclusive electronic option is not favoured. This is, after all, a club, not a corporate entity. Up until Covid put a spanner in the works, the General Meetings were followed by a coffee and a chat and often a technical talk. A place for members to meet, use the library, discuss projects and generally catch up.

That is the essence of what we want to capture. So please have you say and send your responses to the SASMEE librarian

librarian@sasmee.org.au.

Time	Day	Comment
2000	2 nd Tuesday of the month	
1730	Saturday Run day	
1730	Sunday Run day	
1300	Saturday non Run day	
1300	Sunday non Run day	
Electronic Observation		
Electronic Participation		
Other Options		